

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Patent No.:	US 7,364,199 B2)	
)	
Issued:	April 29, 2008)	<i>Confirmation No. 8858</i>
)	
Patentees:)	
Inventors:	Daniel Alejandro Romero)	
	ELIZONDO et al.)	
Assignee:	Takata Seat Belts, Inc.)	
)	
For:	CONFIGURABLE VEHICLE)	
	RESTRAINT SYSTEM HAVING)	
	VARIABLE ANCHOR POINTS)	
)	
)	
Application No.:	10/728,670)	
)	
Filed:	December 4, 2003)	
)	
)	
Attorney Docket:	1610/78609)	
)	
Customer No.:	22242)	

This Request For Certificate Of Correction
Of Patent was electronically filed on July 17,
2008 using EFS-Web.

Commissioner for Patents
P. O. Box 1450
Alexandria, Virginia 22313-1450

ATTENTION: Certificate of Corrections Branch

**REQUEST FOR CERTIFICATE OF CORRECTION OF PATENT
FOR APPLICANTS' MISTAKE (37 C.F.R. § 1.323) AND
FOR PTO MISTAKE (37 C.F.R. § 1.322(a))**

Sir:

In accordance with 37 C.F.R. § 1.322, the above-specified Patentees, through their attorneys, respectfully request that a Certificate of Correction be issued for the above-captioned patent to correct the following errors.

Patent US 7,364,199 B2

Issued April 29, 2008

REQUEST FOR CERTIFICATE OF CORRECTION OF PATENT dated July 17, 2008

The exact page and line number where the errors occurred in the application file are as follows:

IN THE CLAIMS:

Column 7, line 16, delete "claim" and insert --claim 1-- therefor (from Amendment dated September 7, 2007, page 2, claim 3, line 2).

Column 11, line 40, delete "seats" and insert --seat-- therefor (from Amendment dated September 7, 2007, page 10, claim 26, line 9).

Column 12, line 48, delete "beat" and insert --belt-- therefor (from Amendment dated September 7, 2007, page 11, claim 32, line 5).

REMARKS

The above-requested changes result from errors which occurred during printing of Patent US 7,364,199 B2, two of which are attributable to the United States Patent and Trademark Office ("USPTO"), and the third is an error made on the part of Applicants. It is believed that the errors are of a minor character and that such mistakes occurred in good faith. Accordingly, the errors do not involve such changes in the patent as would constitute new matter or would materially affect the scope or meaning of the patent, nor require reexamination, and issuance of a Certificate of Correction is respectfully requested.

A Certificate of Correction form, PTO/SB/44 (also referred to as PTO 1050), incorporating the requested changes is enclosed herewith.

In accordance with procedures set forth in the notice entitled "Expedited Issuance of Certificates of Correction When the Error is Attributable to the United States Patent and Trademark Office," Patentees submit herewith a copy of the Amendment dated September 7, 2007 as supporting documentation so that this request can be processed without the patent file.

Patent US 7,364,199 B2

Issued April 29, 2008

REQUEST FOR CERTIFICATE OF CORRECTION OF PATENT dated July 17, 2008

Please send the Certificate to:

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FITCH, EVEN, TABIN & FLANNERY
120 South LaSalle Street, Suite 1600
Chicago, Illinois 60603-3406

Pursuant to 37 C.F.R. § 1.20(a), authorization to charge Deposit Account No. 06-1135 for the prescribed fee for correction of Applicants' error, was given using EFS-Web. The Commissioner is hereby authorized to charge any additional fees which may be required in respect to this communication to Deposit Account No. 06-1135.

Respectfully submitted,
FITCH, EVEN, TABIN & FLANNERY

Dated: July 17, 2008

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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Appln No.: 10/728,670)	Confirmation No. 8858
)	
Filed: December 4, 2003)	
)	
Applicants: Elizondo et al.)	This document was electronically
)	filed on September 7, 2007 using the
Title: Configurable Vehicle)	USPTO's EFS-Web.
Restraint System Having)	
Variable Anchor Points)	
)	
Art Unit: 3616)	
)	
Examiner: George D. Spisich)	
)	
)	
Attorney Docket: 78609)	
)	
Customer No.: 22242		

Commissioner for Patents
P. O. Box 1450
Alexandria, Virginia 22313-1450

AMENDMENT

Sir:

Applicants hereby petition under 37 CFR § 1.136(a) for a one-month extension of time in the above-identified application, up to and including September 7, 2007, to make this reply timely.

In response to the outstanding Office Action mailed May 7, 2007, Applicants provide the following amendments and remarks:

Amendments to the Claims are reflected in the listing of claims which begin on page 2 of this paper.

Remarks begin on page 13 of this paper.

Amendments to the Claims

Listing of Claims:

1. (Currently amended) A restraint system for a vehicle seat that provides a seat occupant options for multiple seat belt arrangements, the restraint system comprising:
a plurality of anchor points at predetermined locations about the vehicle seat for seat belt webbing, ~~including at least one anchor point mounted to a permanent structure of the vehicle;~~

one of a three-point belt restraint arrangement and a four-point belt restraint arrangement, the three-point belt restraint arrangement formed by the seat belt webbing divided by a tongue on the seat belt webbing into a shoulder belt portion and a lap belt portion that both extend from one side of the seat to the other side of the seat with the divided seat belt webbing including the shoulder belt and lap belt portions extending between three of the anchor points and the four-point belt restraint arrangement formed by the seat belt webbing including the shoulder and lap belt portions with the seat belt webbing extending between four of the anchor points; and

a five-point belt restraint arrangement for the occupant formed by the seat belt webbing extending between five of the anchor points, ~~including the at least one anchor point mounted to the permanent structure of the vehicle and an anchor point located adjacent a forward edge of the vehicle seat.~~

2. (Previously presented) The restraint system of claim 1 wherein the anchor points and the seat belt webbing extending therebetween allow for both the three-point belt restraint arrangement and the four-point belt restraint arrangement to be selected by the seat occupant.

3. (Previously presented)

The restraint system of claim 1, wherein the seat has opposed lateral sides, the plurality of anchor points comprise a pair of anchor points along each side of the seat, and the seat belt webbing includes a first belt member extending between one of the pairs of

anchor points along one side of the vehicle seat and a second belt member extending between the other of the pairs of anchor points along the other side of the vehicle seat.

4. (Previously presented) A restraint system for a vehicle seat that provides a seat occupant options for multiple seat belt arrangements, the restraint system comprising:
a plurality of anchor points at predetermined locations about the vehicle seat for seat belt webbing;

one of a three-point belt restraint arrangement and a four-point belt restraint arrangement, the three-point belt restraint arrangement formed by the seat belt webbing extending between three of the anchor points and the four-point belt restraint arrangement formed by the seat belt webbing extending between four of the anchor points; and

a five-point belt restraint arrangement for the occupant formed by the seat belt webbing extending between five of the anchor points,

wherein the plurality of anchor points include a buckle and a lower fixed anchor member on both sides of the seat to allow for either one of the three-point belt restraint and the four-point belt restraint arrangement to be selected by the seat occupant.

5. (Previously presented) A restraint system for a vehicle seat that provides a seat occupant options for multiple seat belt arrangements, the restraint system comprising:
a plurality of anchor points at predetermined locations about the vehicle seat for seat belt webbing, including at least one anchor point located off the vehicle seat;

one of a three-point belt restraint arrangement and a four-point belt restraint arrangement, the three-point belt restraint arrangement formed by the seat belt webbing extending between three of the anchor points and the four-point belt restraint arrangement formed by the seat belt webbing extending between four of the anchor points; and

a five-point belt restraint arrangement for the occupant formed by the seat belt webbing extending between five of the anchor points, including the at least one anchor point located off the vehicle seat,

wherein the five-point belt restraint arrangement is comprised of a first portion of the seat belt webbing extending between two anchor points along one side of the vehicle seat, a second portion of the seat belt webbing extending between another two anchor points along the other side of the vehicle seat, a first tongue on the first belt webbing, a

second tongue on the second belt webbing and a buckle generally mounted to or adjacent the vehicle seat adapted to receive both the first and the second tongue.

6. (Original) The restraint system of claim 4 further comprising a dual buckle located generally between said buckles for releasably latching with latching members to provide the five-point belt restraint arrangement, with the latching members dividing said first and said second belt members into shoulder portions and leg portions, for restraining the seat occupant's torso and legs respectively.

7. (Previously presented) The restraint system of claim 6 wherein the leg portion of the first belt member and the leg portion of the second belt member independently restrain each leg of the seat occupant when the first tongue and the second tongue are engaged with the dual buckle.

8. (Currently amended) The restraint system of claim 1 wherein the one of the three-point and four-point belt restraint arrangement arrangements comprises the three-point belt restraint arrangement ~~and~~ including the seat belt webbing extending between three of the anchor points ~~forms~~ and further including a second three-point belt restraint arrangement having anchor points generally on the opposite side of the vehicle seat from the anchor points of the first three-point belt restraint arrangement.

9. (Original) The restraint system of claim 8 wherein the first and second three-point belt restraint arrangements are symmetrical.

10. (Currently amended) A restraint system for a vehicle seat that provides a seat occupant options for multiple seat belt arrangements, the restraint system comprising:
a plurality of anchor points at predetermined locations about the vehicle seat for seat belt webbing;

~~one of a~~ first three-point belt restraint arrangement and a four-point belt restraint arrangement, the three-point belt restraint arrangement formed by the seat belt webbing extending between three of the anchor points and the four-point belt restraint arrangement formed by the seat belt webbing extending between four of the anchor points; ~~and~~

a five-point belt restraint arrangement for the occupant formed by the seat belt webbing extending between five of the anchor points; and

~~wherein the one belt restraint arrangement comprises the three-point belt restraint arrangement and the seat belt webbing extending between three of the anchor points~~ a second three-point belt restraint arrangement having anchor points generally on the opposite side of the vehicle seat from the anchor points of the first three-point belt restraint arrangement,

wherein the three-point belt arrangements each include a latch plate and a corresponding buckle generally on opposite sides of the seat prior to deployment, and a floor anchor on opposite sides of the seat adjacent each of the buckles.

11. (Currently amended) A restraint system for a vehicle seat that provides a seat occupant options for multiple seat belt arrangements, the restraint system comprising:
a plurality of anchor points at predetermined locations about the vehicle seat for seat belt webbing;

~~one of a first~~ first three-point belt restraint arrangement and a four-point belt restraint arrangement, the three-point belt restraint arrangement formed by the seat belt webbing extending between three of the anchor points and the four-point belt restraint arrangement formed by the seat belt webbing extending between four of the anchor points; and

a five-point belt restraint arrangement for the occupant formed by the seat belt webbing extending between five of the anchor points; and

~~wherein the one belt restraint arrangement comprises the three-point belt restraint arrangement and the seat belt webbing extending between three of the anchor points~~ forms a second three-point belt restraint arrangement having anchor points generally on the opposite side of the vehicle seat from the anchor points of the first three-point belt restraint arrangement,

wherein each three-point belt arrangement includes belt webbing generally divided into shoulder and lap belt portions when deployed with the lap belt portions generally overlapping with each three-point belt arrangement deployed.

12. (Previously presented) A restraint system for a vehicle seat that provides a seat occupant options for multiple seat belt arrangements, the restraint system comprising:

a plurality of anchor points at predetermined locations about the vehicle seat for seat belt webbing;

a three-point belt restraint arrangement formed by the seat belt webbing extending between three of the anchor points; and

a five-point belt restraint arrangement for the occupant formed by the seat belt webbing extending between five of the anchor points,

wherein the seat belt webbing extending between three of the anchor points forms a second three-point belt restraint arrangement having anchor points on the opposite side of the vehicle seat from the anchor points of the first three-point belt restraint arrangement, each three point belt restraint arrangement including a retractor for carrying a supply of the webbing, a tongue slidably carried on the webbing, and a buckle.

13. (Currently amended) A restraint system for a vehicle seat that provides a seat occupant options for multiple seat belt configurations, the restraint system comprising:

a plurality of anchor points at predetermined locations about the vehicle seat for seat belt webbing; ~~including at least one anchor point mounted to a permanent structure of the vehicle;~~

a first three-point belt restraint arrangement for the seat occupant formed by the seat belt webbing extending between three of the anchor points;

a second three-point belt restraint arrangement for the seat occupant formed by the seat belt webbing extending between three of the anchor points and substantially symmetrically arranged relative to the first three-point belt restraint arrangement; ~~and~~

~~a connector located adjacent a forward edge of the vehicle seat configured to allow the seat occupant to select a five-point belt restraint arrangement; and~~

a buckle and a tongue on the seat belt webbing with the buckle positioned on one side of the seat to permit the occupant seated on the vehicle seat to releasably insert and latch the tongue into the buckle to form one of the plurality of anchor points, the buckle including an actuator that is operated by the seated occupant to release the latched tongue from the buckle.

14. (Currently amended) The restraint system of claim 13 wherein the buckle and the tongue are associated with the first three-point belt restraint arrangement, and the

second three-point belt restraint arrangement each include also includes a tongue, and the connector includes a dual buckle associated with the vehicle seat configured to receive each of the tongues in the five-point belt arrangement.

15. (Previously presented) A restraint system for a vehicle seat that provides a seat occupant options for multiple seat belt configurations, the restraint system comprising:

- a plurality of anchor points at predetermined locations about the vehicle seat for seat belt webbing;

- a first three-point belt restraint arrangement for the seat occupant formed by the seat belt webbing extending between three of the anchor points;

- a second three-point belt restraint arrangement for the seat occupant formed by the seat belt webbing extending between three of the anchor points and substantially symmetrically arranged relative to the first three-point belt restraint arrangement; and

- a connector configured to allow the seat occupant to select a five-point belt arrangement,

- wherein the anchor points of the first and second three-point belt restraint arrangements each include a buckle and a fixed anchor on either side of the seat.

16. (Previously presented) A restraint system for a vehicle seat that provides a seat occupant options for multiple seat belt configurations, the restraint system comprising:

- a plurality of anchor points at predetermined locations about the vehicle seat for seat belt webbing;

- a first three-point belt restraint arrangement for the seat occupant formed by the seat belt webbing extending between three of the anchor points;

- a second three-point belt restraint arrangement for the seat occupant formed by the seat belt webbing extending between three of the anchor points and substantially symmetrically arranged relative to the first three-point belt restraint arrangement; and

- a connector configured to allow the seat occupant to select a five-point belt arrangement,

- wherein the first and second three point belt restraint arrangements are comprised of corresponding first and second seat belt webbing members extending

between upper and lower respective anchor points on either side of the seat, a buckle mechanism generally adjacent either side of the seat, and a tongue along each of the belt webbing members for dividing the members into shoulder and lap belt portions with the tongues secured to the corresponding buckle mechanisms.

17. (Original) The restraint system of claim 16 wherein the tongues are slidable along said first and said second belt members.

18. (Original) The restraint system of claim 13 wherein the vehicle seat includes a seat framework and the vehicle seat is mounted within a vehicle having a vehicle structure and the anchor points are mounted to one of said seat framework and said vehicle structure.

19. (Currently amended) The restraint system of claim 15 wherein:
the first and second three point belt restraint arrangements are each comprised of a portion of the seat belt webbing extending between upper and lower respective anchor points generally adjacent the vehicle seat,
~~a buckle mechanism generally adjacent the vehicle seat;~~
a tongue along each of the belt member webbing portions for dividing the ~~belt member~~ seat belt webbing portions into shoulder belt and lap belt ~~members~~ portions with the tongue secured to the buckle ~~mechanism~~; and
the connector includes a two-position buckle generally mounted to or adjacent the vehicle seat configured to receive each of the tongues in the five-point belt arrangement.

20. (Previously presented) A restraint system for a vehicle seat that provides a seat occupant options for multiple seat belt configurations, the restraint system comprising:
a plurality of anchor points at predetermined locations about the vehicle seat for seat belt webbing;
a first three-point belt restraint arrangement for the seat occupant formed by the seat belt webbing extending between three of the anchor points;

a second three-point belt restraint arrangement for the seat occupant formed by the seat belt webbing extending between three of the anchor points and substantially symmetrically arranged relative to the first restraint arrangement; and

a tongue and a buckle associated with each of the first and second three-point belt arrangements so that with each tongue secured in its respective buckle the lap belt portions of the first and second three-point belt restraint arrangements overlap to secure the lap of the seat occupant.

21. (Original) The restraint system of claim 20 wherein the tongue associated with the first three-point belt arrangement is located along a first portion of the belt webbing extending between two of the anchor points and the tongue associated with the second three-point belt arrangement is located along a second portion of the belt webbing extending between another two of the anchor points.

22. (Original) The restraint system of claim 21 wherein the two anchor points for each of the three-point belt arrangements includes an upper guide anchor and a lower floor anchor for the first and second belt portions.

23. (Original) The restraint system of claim 20 wherein the anchor points for each of the three-point belt arrangements includes a pair of floor mounted anchors on each side of the seat.

24. (Original) The restraint system of claim 23 wherein one of the pair of floor mounted anchors is a buckle and the other is webbing anchor member.

25. (Previously presented) The restraint system of claim 20 further comprising:
a dual buckle generally mounted to or adjacent the vehicle seat configured to receive each of the tongues of the first and second three-point belt arrangements; and
a five-point belt restraint arrangement for the seat occupant formed by the seat belt webbing extending between the anchor points and the dual buckle.

26. (Currently amended) A restraint system for a vehicle seat that provides a seat occupant options for multiple seat belt configurations including three-point, four-point and five-point restraint configurations, the restraint system comprising:

- a seat having a back rest and a seat rest extending between a first side and a second side of the seat;
- seat belt webbing associated with the seat;
- a first set of anchor points generally adjacent the first side of the seat having a first portion of the belt webbing extending therebetween;
- a second set of anchor points generally adjacent the second side of the seats having a second portion of the belt webbing extending therebetween;
- a first tongue located along the first belt portion;
- a second tongue located along the second belt portion;
- a first buckle mechanism generally adjacent the first side of the seat adapted to receive the second tongue;
- a second buckle mechanism generally adjacent the second side of the seat adapted to receive the first tongue; and
- a third buckle mechanism generally mounted to or adjacent the seat rest, adapted to receive both the first tongue and the second tongue.

27. (Original) The restraint system of claim 26 wherein the third buckle mechanism has a buckle housing including tongue receptacles with one receptacle adapted to receive the first tongue and another receptacle adapted to receive the second tongue.

28. (Original) The restraint system of claim 26 wherein the third buckle mechanism is generally mounted to or adjacent the seat rest in a location generally between the first and second buckle mechanisms.

29. (Original) The restraint system of claim 28 wherein the vehicle seat includes a seat framework and the vehicle seat is mounted within a vehicle having a vehicle structure and the anchor points are mounted to one or both of said seat framework and said vehicle structure.

30. (Original) The restraint system of claim 26 wherein the first and second tongues are slidable along said first and said second belt portions.

31. (Original) A restraint system for a vehicle seat, having multiple seat belt components and which permits the seat occupant to configure the seat belt components in a number of different restraint configurations, the restraint system comprising:

a pair of seat belt sub-systems associated with the vehicle seat, each seat belt sub-system comprising a retractor containing a supply of seat belt webbing having a free end, a fixed anchor point secured to the seat belt webbing free end, a tongue slidable along the seat belt webbing and a tongue-engaging buckle;

a dual buckle located generally between the buckles of the seat belt sub-systems and engageable with the tongues of the seat belt sub-systems; and

said restraint system configurable in four restraint configurations, including a first restraint configuration in which the seat belt webbing of one of the seat belt sub-systems is latched so as to cross the occupant's torso in the first direction and so as to cross the occupant's lap, a second restraint configuration in which the seat belt webbing of the other seat belt system is latched so as to cross the occupant's torso in a second direction and so as to cross the occupant's lap, a third restraint configuration in which the seat belt webbing of the seat belt sub-systems criss-crosses the occupant's torso and crosses the occupant's lap and a fourth restraint configuration in which the seat belt webbing of the seat belt sub-systems crosses the occupant's torso in a generally V-shaped pattern, crosses the occupant's legs and is coupled to the dual buckle at a point generally between the occupant's legs.

32. (Original) The restraint system of claim 31 wherein the vehicle seat has opposed lateral sides, and the buckle of one seat belt sub-system is located on one side of the vehicle seat and engages the tongue of the other seat belt sub-system located on the other side of the vehicle seat, and the buckle of the other seat belt sub-system is located on the other side of the vehicle seat and engages the tongue of the other seat belt sub-system located on the one side of the vehicle seat.

33. (Original) The restraint system of claim 32 wherein the vehicle seat includes a seat framework and the vehicle seat is mounted within a vehicle having a vehicle

structure and the retractors, the anchor points at the webbing free ends, and the buckles of the seat belt sub-systems are mounted to one or both of said seat framework and said vehicle structure.

34. (Original) The restraint system of claim 32 wherein the retractors of the seat belt sub-systems are mounted in the vehicle seat.

Remarks

Claims 1-34 are pending. Claims 4-7, 12, 15-17, and 20-34 are allowed. Accordingly, claims 1-3, 8-11, 13, 14, 18, and 19 are at issue.

Initially, the indication that claims 4-7, 12, 15-17 and 20-34 are allowed, and that claims 10, 11 and 19 recite allowable subject matter is noted with appreciation.

Claims 8-11 and 19 stand rejected under 35 USC §112 as indefinite.

Claim 8 is amended to clarify that the recitation of “the one of the three-point and four-point belt restraint arrangements” set forth in claim 1 is narrowed to be the three-point belt restraint arrangement with claim 8 further reciting a second three-point belt restraint arrangement. Claims 10 and 11 are amended to recite both first and second three-point belt restraint arrangements, a four-point belt restraint arrangement, and a five-point belt restraint arrangement to obviate the indefiniteness with respect thereto. Claim 19 is amended to delete the limitation directed to a buckle mechanism so that claim 19 is consistent with claim 15 from which it depends. Accordingly, it is believed that the indefiniteness rejections of claims 8-11 and 19 are obviated.

Claims 1-3, 8, 9, 13, 14 and 18 stand rejected under 35 USC §102(b) as anticipated by U.S. Patent No. 3,052,432 to Martin. Claims 1-3, 8, 9, 13, 14, and 18 stand rejected under 35 USC §103(a) as unpatentable over U.S. Patent No. 5,306,044 to Tucker in view of U.S. Patent No. 3,052,432 to Martin.

The rejections, as they may apply to the claims presented herein, are respectfully traversed.

Claim 1 is directed to a restraint system and recites a plurality of anchor points about the vehicle seat for seat belt webbing. Claim 1 further calls for either a three-point belt restraint arrangement or a four-point belt restraint arrangement. As amended, claim 1 states that the three-point belt restraint arrangement is formed by the seat belt webbing divided into a shoulder belt portion and a lap belt portion that both extend from one side of the seat to the other side of the seat with the divided seat belt webbing including the shoulder belt and lap belt portions extending between three of the anchor points. Amended claim 1 further states that the four-point belt restraint arrangement is formed by the seat belt webbing including the shoulder and lap belt portions with the seat belt webbing extending between four of the anchor points. Claim 1 further requires a five-point belt restraint arrangement for the occupant formed by the seat belt webbing extending

between five of the anchor points. None of the relied upon art disclose or suggest a tongue on the seat belt webbing that divides the seat belt webbing into a shoulder belt portion and a lap belt portion, as recited in amended claim 1.

More particularly, Martin is directed to an aircraft seat and has various straps each provided with their own lugs for being anchored about the seat. In this regard, Martin provides lap straps 6 and 7 that are separate from shoulder straps 18 and 19 with the lap straps 6 and 7 having respective lugs 8 and 9 at one end and terminal lugs 14 and 15 at their other ends. The shoulder straps 18 and 19 are provided with lower front end lugs 20. Thus, Martin fails to disclose or suggest a tongue carried on seat belt webbing that divides the webbing into a shoulder belt portion and a lap belt portion for either a three-point or a four-point belt restraint arrangement, as required in amended claim 1. Further, the lap straps 6 and 7 only extend to the center quick release box 16. Similarly, the shoulder straps 18 and 19 only extend down to the center quick release box 16. Thus, Martin also fail to disclose or suggest the recited shoulder and lap belt portions that extend from one side of the seat to the other side of the seat for the three-point belt restraint arrangement, as required in amended claim 1. Tucker is also directed to a completely different type of restraint system employed in off-road vehicles and racecars. As can be seen in FIG. 2 of Tucker, the shoulder straps 14 and 16 and the lap straps 20 and 22 each have their own strap lugs 46 for being connected to the center, cam release assembly 12. Thus, like Martin, Tucker does not teach a tongue on seat belt webbing that divides the webbing into a shoulder belt portion and a lap belt portion, and further does not show that any of these straps extend from one side of the seat to the other in a manner similar to the shoulder and lap belt portions of amended claim 1. Accordingly, it is believed that claim 1, and claims 2, 3, 8 and 9 which depend cognately therefrom, are allowable over the relied upon art.

Claim 13 is directed to a restraint system and calls for first and second three-point belt restraint arrangements, and a connector configured to allow the seat occupant to select the five-point belt restraint arrangement. As amended, claim 13 calls for a buckle, and a tongue on the seat belt webbing. The buckle is positioned to permit the occupant seated on the vehicle seat to releasably insert and latch the tongue into the buckle to form one of the anchor points. Amended claim 13 further calls for an actuator of the buckle that is operated by the seated occupant to release the latched tongue from the buckle. None of the relied upon art disclose or suggest a buckle having an occupant operated actuator and

tongue releasably latched therein for forming an anchor point, as recited in amended claim 13.

There are no buckles on either side of the aircraft ejection seat disclosed by Martin. Instead, Martin only disclose a slot in a flat plate of seat locks 10 and 11 through which lugs 8 and 9 are inserted for being connected to seat lock bolts 12 and 13. Martin further teaches that the seat locks are "at the lower rear part of the seat pan 2" (see col. 3, lines 50-62). As can be seen in Fig 3, these seat locks are not positioned so that an airman seated on the aircraft seat can attach the locks 8 and 9 thereto, nor do they include an actuator for being operated by the airman as does the recited buckle of amended claim 13. Tucker also fails to disclose a buckle alongside a vehicle seat. Instead, Tucker discloses hooks 124 that are connected to anchors 122 of the vehicle on either side of the seat. As shown, the anchors 122 are far different than the recited buckle as the anchor 122 of Fig 1 includes a triangular loop that is hooked by the hook member 124. No actuator similar to that recited in amended claim 13 is included on the anchor loop 122. Accordingly, it is believed that claim 13, and claims 14 and 18 which depend therefrom, are allowable over the relied upon art.

Based on the foregoing, reconsideration and allowance of claims 1-3, 8-11, 13, 14, 18 and 19, are respectfully requested.

Respectfully submitted,

By: /Stephen S. Favakeh/

Date: September 7, 2007

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UNITED STATES PATENT AND TRADEMARK OFFICE CERTIFICATE OF CORRECTION

Page 1 of 1

PATENT NO. : US 7,364,199

APPLICATION NO.: 10/728,670

ISSUE DATE : April 29, 2008

INVENTOR(S) : Daniel Alejandro Romero ELIZONDO et al.

It is certified that an error appears or errors appear in the above-identified patent and that said Letters Patent is hereby corrected as shown below:

Column 7, line 16, delete "claim" and insert --claim 1-- therefor.

Column 11, line 40, delete "seats" and insert --seat-- therefor.

Column 12, line 48, delete "beat" and insert --belt-- therefor.

MAILING ADDRESS OF SENDER (Please do not use customer number below):

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This collection of information is required by 37 CFR 1.322, 1.323, and 1.324. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 1.0 hour to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Attention Certificate of Corrections Branch, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

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